

Mocambique, 5th November, 1951.

Continued:

PORT OF NACALA

We are pleased to enclose herewith our report and remarks on the shipment affected per m/v "DURBAN CASTLE" at the above port on the 11th October last.

Expecting that these informations may be useful we request you to be kind enough to send us your instructions regarding the two problems under the heading: "Agency" and "Future Labour on board".

Thanking you,

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Yours faithfully,

CC: ARL/JR. COP LFF SJM FRS BPO:O HMO ODW RIM

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PORT OF MACALA

SHIPMENT PER M/V "DURBAN CASTLE".

As your Agents we wish to maintain you informed with the latest news regarding the above Port this being the reason why we decided to give you our remarks regarding the above shipment.

We also avail ourselves of this opportunity to submit to your appreciation a few problems that have risen with the opening of the Port.

LABOUR ON BOARD:- Labour for this shipment was supplied by the Railways.

According to informations we could gather the Railways are still doubtful whether they will continue supplying the labour or leave it to the care of each Shipping Agency.

Besides all the specialized natives, such as winchmen, gangwaymen, etc., that was recruited from here, 12 Europeans belonging to the Railways worked at the ship. After the foregoing it is natural that work would had to be good otherwise it would be rather difficult for the Railways to explain any failure on this shipment.

We wish to point out that we don't want to say that work wasn't good. On the contrary they did a good job, i.e., one ton more per hour and per hatch that we normally do in Mocambique, but we must frankly say that we foresee that they can't maintain such a figure unless they are decided to lose money on each vessel calling Macala.

PORT FACILITIES:- According to the conversation the Railways' Inspector had with Durban Castle's Master there are presently at Macala:

Lighters: 2 with a lifting capacity of 100 tons each.
Further lighters will be sent in the near future.
When? The Inspector doesn't know yet.

LANDING Craft:- 1 with a lifting capacity of 400 tons. TOTAL 600 Tons.

This means that if there are two ships loading 400 tons each one has to wait.

As a matter of fact loading and unloading conditions are the same as those at Lumbe. However, we must say that if loading ashore is quicker at Macala due to the fact that the cargo is loaded into the lighters by four cranes, we must also consider that owing to the scarcity of material ships will have to wait for the lighters to go ashore and load. Here at Mocambique and at Lumbe, sometimes the same thing happens but more than once and whenever necessary the Shipping Agencies have put at the disposal of the Railways their own lighters. This cannot happen at Macala.

AGENCY:- As the plan of the City has not been approved yet we are unable to build our offices and houses for the staff. Therefore, whenever a vessel calls Macala we have to send employees down to that port by car thus incurring in several expenses. We have already applied for the necessary grounds but nothing has been decided. After the foregoing we request you to be kind enough to consider our position and revise our Agency Fee in order to compensate the expenses we have with the deslocation of our staff.

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FUTURE LABOUR ON BOARD:- This is the other problem we wish to submit to your appreciation. As said above and in case the Railways will decide to not take care of the labour on board, all Shipping Agencies will have to supply their own labour such as it is done here at Mocimboa.

However, as it happens with our European staff, due to the lack of installations all labour will have to be taken from here. Consequently the respective payment will have to be done from since they leave until they arrive at this port.

Up to the present we have debited Voyages Accounts only from the moment labour begins until it ends, thus supporting all other expenses. However, ships have called Nacala once in three or four months. After the foregoing and should there will be more often calls to said port, it seems to us that it would be of all justice, since it isn't our fault that we can't have our installations and other hand there is an additional on the freight, that the expenses should be for the account of the Shipping Lines.

We request you to be kind enough as to advise us, at your earliest convenience, your opinion at the above subjects for our elucidation.

Thanking you,

Yours faithfully,

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